

DATE: 4/12/2018 –5/30/2018

BDIS Inventory Record Code Guidance

<https://www.dot.ny.gov/divisions/engineering/structures/manuals/BDIS>

This document has been prepared to be used as a guide in completing bridge and large culvert inventories. The bold uppercase text represents mandatory input fields that must be completed. The bold lowercase text represents fields that shall be completed for all applicable items in the inventory.

Tool Tips have been updated and can now be used.

Record Code Guidance items, policy changes, other guidance and some FHWA error check items have been incorporated within the tool tips for your reference.

In an effort to assist the Editor and QC Engineer error checks within the program have been added and/or updated to be more thorough. Error check messages have also been updated within the program. It is recommended that you open “double click” the error message to view the entire message. Error checks are not exhaustive. It is the responsibility of the Editor and Quality Control Engineer to submit a complete and accurate inventory.

You will also notice that some of the acceptable values in the pull down list will vary depending upon what is coded within the inventory. Additionally, in some instances BDIS will block you from coding incorrect data. This was done in an attempt to make editing inventories easier.

A number of data fields within the inventory have been grayed out from editing. Data for these fields will be either internally generated or will come from another source. The exception to this is with the Posting Tab, there is a new posting workflow. Contact your Regional Inventory Coordinator or Main Office’s Inventory Unit for additional information.

Included in this document are some helpful instructions. Please take note of them.

This document may get updated. Please use the most updated version.

NOTE: The term “Highway” in Inventory is used here to denote a road open/available to the traveling public and is synonymous with items such as: Expressway, Interstate, Parkways, Roads, Streets etc... The phrase “not a highway” is intended to mean items such as: Railroads, Pedestrian, Waterways, Canals etc...

For the occasions where the Editor needs to make a data field with a “drop down” list blank, the Editor should highlight the data in that field and remove it using the delete key on the keyboard.

NBI Items Tab: Item 113 (Scour Critical Type) updates shall only be made thru the Vulnerability Section. They cannot be made through inventory updates.

(BOLD UPPERCASE TEXT INDICATES A MANDATORY INPUT FIELD.)

(Bold Lowercase text: Code all items that are applicable.)

IDENTIFICATION TAB

BIN/CIN

BRIDGE'S/CULVERT'S STATUS Only use "Active", "Proposed" and "Deleted"

REGION

COUNTY

Local Bridge Number

RESIDENCY – Large Culvert program only.

LOCATION

POLITICAL UNIT

LATITUDE

LONGITUDE

DIRECTION OF ORIENTATION

PRIMARY OWNER, SECONDARY OWNER

MAINTENANCE RESPONSIBILITY PRIMARY, MAINTENANCE RESPONSIBILITY SECONDARY

INSPECTION RESPONSIBILITY PRIMARY, INSPECTION RESPONSIBILITY SECONDARY

FEDERAL AID FUND STATUS TYPE

SERVICE ON TYPE - If the Number of Lanes for the feature carried is greater than 0 then Service On Type must be coded 1, 2, 4, 5, 6, 7, or 8. Maintenance roads with a Service On Type of "0 – Other" should also have Number of Lanes coded greater than 0.

A structure which carries a highway and has a sidewalk that is at least 2' shall have its Service On Type coded as "05 - Highway – Pedestrian."

SERVICE UNDER TYPE - If Number of Lanes for the feature crossed is greater than 0 then Service Under Type must be coded 1, 2, 4, 6, 7 or 8. Maintenance roads with a Service Under Type of "0 – Other" should also have Number of Lanes coded greater than 0.

If Number of Lanes for the feature crossed is equal to 0 then Service Under Type must be coded 3, 5, or 9.

CONTRACT PLANS AVAILABILITY LOCATION

HYDRAULIC REPORT AVAILABILITY LOCATION - If structure is not over water then code as N - Not Applicable.

ORIGINAL CONTRACT NUMBER –If not known code as Unknown.

YEAR BUILT – Cannot be the same year as Year of Last Major Rehabilitation.

YEAR OF LAST MAJOR REHABILITATION – Do not consider items 120 – 122 as major rehab items. They should be included in Year Built.

Year of Last Major Rehabilitation cannot be the same year as Year Built.

A major rehabilitation is defined as any of the following work: 210 – Deck Rehabilitation, 220 – Deck Replacement, 230 – Superstructure Replacement, 240 – General Rehabilitation.

If the structure has been completely replaced OR has never had a major rehabilitation, code this item with 8888.

METHOD OF ACQUISITION

Order Number – This field should be filled in if the Method of Acquisition is by Official Order and the information is available. However, if this information is not available then leave it blank.

Year Acquired – This field should be filled in if the Method of Acquisition is by Official Order and the information is available. However, if this information is not available then leave it blank.

Parent CIN/BIN for this Ramp – This field has been removed from Large Culvert program.

Parent Span Number (Ramps) – This field has been removed from Large Culvert program.

Has Historical Significance

Critical Facility

State Priority Ranking – Internally calculated, do not code.

Common Name

Opened to Traffic Date

STRUCTURE DETAILS TAB

GTMS MATERIAL TYPE

GTMS STRUCTURE TYPE – If GTMS Structure Type is coded “19 – Culvert” then NBI Culvert Rating must be numeric & NBI Deck, NBI Superstructure, NBI Substructure must be coded “N”.

Multiple voided/solid slab unit spans are to be coded as “05 - Box Beam or Box Girders - Multiple”.

GTAS MATERIAL TYPE

GTAS STRUCTURE TYPE - Multiple voided/solid slab unit spans are to be coded as “05 - Box Beam or Box Girders - Multiple”.

APPROACH SPAN COUNT – If none then code as 0.

This must equal the number of times that General Type is coded as “Approach” on the Span Inventory Tab.

RAMP COUNT – If none then code as 0.

MAIN SPAN COUNT - This must equal the number of times that General Type is coded as “Main” on the Span Inventory Tab.

MAXIMUM SPAN LENGTH – Generated internally, do not code.

STRUCTURE LENGTH – Must be greater than the sum of the Span Lengths. ← Please take note of this.

This is measured along the centerline of roadway from bridge begins to bridge ends. For culvert type structures, this length should be measured between inside faces of exterior walls along the centerline of the roadway.

OUT TO OUT WIDTH – Where traffic runs directly on the top slab or wearing surface of a culvert type structure code the actual width (out to out). This will also apply where the fill is minimal and the culvert type structure’s headwalls affect the flow of traffic.

Where the roadway is on a fill carried across a culvert type structure (example: pipe culvert, box culvert etc.) and the headwalls do not affect the flow of traffic, code as 0. This is considered proper inasmuch as a filled section over a culvert type structure simply maintains the roadway cross-section.

OUT TO OUT VARY

CURB TO CURB WIDTH – Record the most restrictive minimum distance between the curbs or railings on the structure to the nearest tenth of a foot.

For bridges with closed medians record the sum of the most restrictive minimum distances for all roadways carried by the bridge.

The following features shall be excluded from this calculation: Raised or non-mountable medians, Open medians, Barrier widths, Barrier protected bicycle lanes.

Where traffic runs directly on the top slab or wearing surface of a culvert type structure (example: pipe culvert, box culvert etc.), code the actual roadway width (curb-to-curb or rail-to-rail). This will also apply where the fill is minimal and headwalls or parapets affect the flow of traffic.

Where the roadway is on fill carried across a structure and the headwalls or parapets do not affect the flow of traffic, code as 0. This is considered proper inasmuch as a filled section over a culvert type structure simply maintains the roadway cross-section.

Curb to Curb Width cannot be greater than the Out to Out Width.

CURB VARIANCE TYPE

APPROACH ROADWAY WIDTH – If structure does not carry a highway traffic then code as 0.

DECK AREA - NOTE: This is a change in policy. Deck Area (or “Plan View Area”) is a NYSDOT asset management item and shall be recorded for all structures regardless of the Out to Out Width or Structure Length coding. **Please check deck area and update as necessary.**

Radius Length

CURB TYPE LEFT

CURB TYPE RIGHT

LEFT SIDEWALK WIDTH – If no left sidewalk then code as 0. **If 2’ or greater, then Service On Type should be coded as “05 - Highway – Pedestrian.”**

SIDEWALK LEFT

RIGHT SIDEWALK WIDTH – If no right sidewalk then code as 0. **If 2’ or greater, then Service On Type should be coded as “05 - Highway – Pedestrian.”**

SIDEWALK RIGHT

MEDIAN WIDTH – If no median then code as 0.

MEDIAN TYPE

DESIGN LOAD TYPE

Temporary Structure

BEGIN ABUTMENT – **A GTMS Structure Type of “19 – Culvert” does not automatically mean that this data field gets coded as None.**

Begin Wingwall – If abutment type is none then leave this item blank.

Begin Footing – If abutment type is none then leave this item blank.

Begin Pile – If abutment type is none then leave this item blank.

Begin Abutment Height – If abutment type is none then leave this item blank. **Abutment heights must be rounded to the nearest foot.**

BEGIN SKEW ANGLE – For structures where the abutment type is coded as “1 – None” the skew angle should still be recorded to the nearest degree. Do not leave it blank.

Begin Joint – If abutment type is none then leave this item blank.

Begin Slope Protection – If abutment type is none then leave this item blank.

END ABUTMENT - **A GTMS Structure Type of “19 – Culvert” does not automatically mean that this data field gets coded as None.**

End Wingwall – If abutment type is none then leave this item blank.

End Footing – If abutment type is none then leave this item blank.

End Pile – If abutment type is none then leave this item blank.

End Abutment Height – If abutment type is none then leave this item blank. **Abutment heights must be rounded to the nearest foot.**

END SKEW ANGLE – For structures where the abutment type is coded as “1 – None” the skew angle should still be recorded to the nearest degree. Do not leave it blank.

End Joint – If abutment type is none then leave this item blank.

End Slope Protection – If abutment type is none then leave this item blank.

End Inlet Treatment Type – Large Culvert program only and cannot be a blank.

End Outlet Treatment Type – Large Culvert program only and cannot be a blank.

Shape – Large Culvert program only and cannot be a blank.

Has Cutoff Wall – Culverts only

Depth of Cover – Shall be coded **ONLY** for all structures with a GTMS Structure Type = “19 – Culvert” or “07 – Frame”.

Gage/Wall Thickness – Culverts only.

SAFETY/UTILITIES TAB

GUIDE RAIL TYPE – The NONE option has been removed.

GUIDERAIL TRANSITION TYPE – The NONE option has been removed.

GUIDERAIL TERMINUS TYPE – The NONE option has been removed.

CURB TRANSITION TYPE – The NONE option has been removed.

APPROACH RD ALIGNMENT APPRAISAL TYPE – The NONE option has been removed.

MEDIAN BARRIER TYPE – The NONE option has been removed.

TYPE OF GUIDERAIL ON LEFT – This data field is for the railing used on the structure. It should also coincide with the Type of Railing data field on the Span Inventory tab.

TYPE OF GUIDERAIL ON RIGHT – This data field is for the railing used on the structure. It should also coincide with the Type of Railing data field on the Span Inventory tab.

GORE AREA TYPE – The NONE option has been removed.

ATTENUATOR TYPE – The NONE option has been removed.

LIGHT STANDARD

LIGHT FIXTURES ON

LIGHT FIXTURES UNDER

UTILITY TYPE

Utility Add Date

Utility Removed date

POSTING TAB – NOTE: Contact the RBIC or Main Office for guidance. The work flow for this tab has changed.

Posting Recording Date

Posted VC On

Posted VC On

Posted VC Under

Posted VC Under

Posted Load

Posted Load Date

FEATURE CARRIED TAB

Feature Number – Only one feature carried is allowed at this time. This data field is internally populated and is not editable.

Feature Over Under On - The data in this field is internally calculated or comes from another source and is not editable.

FEATURE TYPE

NATIONAL HIGHWAY SYSTEM FEATURE The data in this field is internally calculated or comes from another source and is not editable.

FEATURE DESCRIPTION

Secondary Description – If no secondary description applies then leave blank.

Milepoint – If the Highway Type for this feature is an Interstate, U.S. Numbered route, State route, or Railroad then the milepoint should be recorded.

If no milepoint system is used, then this data field should be left blank. ← Please take note of this.

Overlap Route 1 - The data in this field is internally calculated or comes from another source and is not editable.

Overlap Route 2 - The data in this field is internally calculated or comes from another source and is not editable.

State Highway Number - The data in this field is internally calculated or comes from another source and is not editable.

HIGHWAY TYPE - If the feature carried is not a highway then record this item with "8 – Other".

ROUTE DESCRIPTION – If not a highway, then code as "0 – No description applies". If the feature being inventoried is not a highway OR if none of the other acceptable values apply, then record this item as "0 – No Description Applies".

Federal Aid System - The data in this field is internally calculated or comes from another source and is not editable.

FEATURE FUNCTIONAL CLASSIFICATION - The data in this field is internally calculated or comes from another source and is not editable.

TOLL TYPE

STRATEGIC HIGHWAY (STRAHNET) DESIGNATION - The data in this field is internally calculated or comes from another source and is not editable.

NATIONAL NETWORK FOR TRUCKS FEATURE - The data in this field is internally calculated or comes from another source and is not editable.

NUMBER OF LANES – Generated internally do not code. However, if the Number of Lanes does not equal the sum of the left and right lanes, then recode the lanes left and right data fields. ← Please take note of this.

LANE COUNT ON LEFT SIDE – If not a highway (excludes railroads) then code as 0.

If the feature carries a railroad, record the total number of "sets" of tracks in the left lane and 0 in the right lane.

LANE COUNT ON RIGHT SIDE – If not a highway (excludes railroads) then code as 0.

If the feature carries a railroad, record the total number of "sets" of tracks in the left lane and 0 in the right lane.

LANES VARY CODE

MINIMUM LANE WIDTH – If not a highway then code as 0.

Annual Average Daily Traffic (Vehicle Count) - The data in this field is internally calculated or comes from another source and is not editable.

AADT Year – The data in this field is internally calculated or comes from another source and is not editable.

Future Annual Average Daily Traffic (Vehicle Count) – The data in this field is internally calculated or comes from another source and is not editable.

Future Year Recorded – The data in this field is internally calculated or comes from another source and is not editable.

Annual Average Daily Truck Traffic Percentage – The data in this field is internally calculated or comes from another source and is not editable.

MAXIMUM VERTICAL CLEARANCE (ft) – Bridge program: If the feature is not a highway then code as 0. Large Culvert program: If the feature is a highway or railroad AND there is a vertical clearance restriction, code the Maximum Vertical Clearance (ft). Otherwise, code 99 for the Large Culvert program.

MAXIMUM VERTICAL CLEARANCE (in) – Bridge program: If the feature is not a highway then code as 0.

Large Culvert program: If the feature is a highway or railroad AND there is a vertical clearance restriction, code the Maximum Vertical Clearance (in). Otherwise, code 99 for the Large Culvert program.

MINIMUM VERTICAL CLEARANCE (ft) – Bridge program: *If the feature is not a highway or Railroad then code as 0. If the feature is a highway or Railroad and the clearance is unlimited then code as 99.*

Large Culvert program: If the feature is a highway or railroad AND there is a vertical clearance restriction, code the Minimum Vertical Clearance (ft). Otherwise, code 99 for the Large Culvert program.

MINIMUM VERTICAL CLEARANCE (in) – Bridge program: *If the feature is not a highway or Railroad then code as 0. If the feature is a highway or Railroad and the clearance is unlimited then code as 99.*

Large Culvert program: If the feature is a highway or railroad AND there is a vertical clearance restriction, code the Minimum Vertical Clearance (in). Otherwise, code 99 for the Large Culvert program.

TOTAL HORIZONTAL CLEARANCE – *If not a highway then code as 0.*

This item must be > 0 if Strategic Highway (STRAHNET) Designation is coded as 0, 1, 2 or 3.

The purpose of this item is to give the largest available clearance between restrictive features for the movement of wide loads. Flush and mountable medians are not considered to be restrictions.

Total Horizontal Clearance is defined in 2 ways; use the most applicable:

1) Clear distance between restrictions of the inventory route.

2) Roadway surface and shoulders - When there are no restrictions.

DETOUR LENGTH – *If not a highway then code as 0.*

PREDOMINANT FEATURE

FEATURE CROSSED TAB

FEATURE NUMBER – Add features to or delete features from the last Feature Number. The existing Feature Number data field cannot be changed. It is internally populated and is not editable.

FEATURE OVER UNDER ON

BRIDGE/CULVERT FEATURE TYPE

FEATURE DESCRIPTION

Milepoint – If the Highway Type for this feature is an Interstate, U.S. Numbered route, State route, or Railroad then the milepoint should be recorded.

If no milepoint system is used, then this data field should be left blank. ← Please take note of this.

State Highway Number – The data in this field is internally calculated or comes from another source and is not editable.

HIGHWAY TYPE - If not a highway then, code this item as “8 – Other”.

Secondary Description – If no secondary description applies then leave blank.

ROUTE DESCRIPTION – ~~If not a highway then, code as “0 – No description applies”.~~ If the feature being inventoried is not a highway OR if none of the other acceptable values apply, then record this item as “0 – No Description Applies”.

Federal Aid System – The data in this field is internally calculated or comes from another source and is not editable.

FEATURE FUNCTIONAL CLASSIFICATION – The data in this field is internally calculated or comes from another source and is not editable.

TOLL TYPE

STRATEGIC HIGHWAY (STRAHNET) DESIGNATION – The data in this field is internally calculated or comes from another source and is not editable.

NATIONAL NETWORK FOR TRUCKS FEATURE – The data in this field is internally calculated or comes from another source and is not editable.

Number of Lanes – If a railroad, record the number (sets) of tracks.

Must be > 0 if Service Under Type is coded 1, 4, 6 or 8.

Minimum Vertical Clearance of Lift – If GTMS Structure Type is not 15, 16 or 17 then leave this blank.

If GTMS Structure Type = 15, 16 or 17 then this item must be > 0.

MAXIMUM VERTICAL CLEARANCE (FT) – If feature is not a highway then code as 0.

If feature is a highway and clearance is unlimited then code as 99.

MAXIMUM VERTICAL CLEARANCE (IN) – If feature is not a highway then code as 0.

If feature is a highway and clearance is unlimited then code as 99.

MINIMUM VERTICAL CLEARANCE (FT) – If feature is not a highway or Railroad then code as 0.

If feature is a highway or Railroad and clearance is unlimited then code as 99.

MINIMUM VERTICAL CLEARANCE (IN) – If feature is not a highway or Railroad then code as 0.

If feature is a highway or Railroad and clearance is unlimited then code as 99.

TOTAL HORIZONTAL CLEARANCE (FT) – If not a highway then code as 0.

If feature is a highway and clearance is greater than 99', code as 99.9.

The clearance should be the available clearance between the restrictive features: curbs, rails, walls, piers, or other structural features limiting the roadway.

The purpose of this item is to give the largest available clearance between restrictive features for the movement of wide loads. Flush and mountable medians are not considered to be restrictions.

Total Horizontal Clearance is defined in 2 ways; use the most applicable:

1) Clear distance between restrictions of the inventory route.

2) Roadway surface and shoulders - When there are no restrictions.

MINIMUM HORIZONTAL CLEARANCE LEFT (FT) – If not a highway then code as 0.

For divided hwy., ramps or other one-way hwy. record the Min. Horz. Clr. Left.

If the feature is not a hwy, divided hwy., a ramp, or other one-way hwy., then record this item as "0".

MINIMUM HORIZONTAL CLEARANCE RIGHT – ***This is a policy change:*** If not a Highway or Railroad then code as 0.

ANNUAL AVERAGE DAILY TRAFFIC (VEHICLE COUNT) - The data in this field is internally calculated or comes from another source and is not editable.

AADT Year – The data in this field is internally calculated or comes from another source and is not editable.

Future Annual Average Daily Traffic (Vehicle Count) – The data in this field is internally calculated or comes from another source and is not editable.

Future Year Recorded – The data in this field is internally calculated or comes from another source and is not editable.

Substructure Protection Type – If Navigation Agency Control is coded “1 – Navigation is controlled by an Agency”, then this item cannot be coded “N – Navigation Control item coded 0, or feature not over a waterway”.

This data field cannot be left blank.

Navigation Agency Controlled - If structure is not over water then code as “N - Structure is not over water”.

MAXIMUM VERTICAL CLEARANCE NAVIGATION – If not a navigable waterway OR if structure is not over water then code as 0. **← Please take note of this.**

If Navigation Agency Control is coded as 1 then this must be > 0.

MINIMUM NAVIGATION HORIZONTAL CLEARANCE – If not a navigable waterway OR if structure is not over water then code as 0. **← Please take note of this.**

If Navigation Agency Controlled is coded as 1 then this must be > 0.

Stream Bed Material – If not a waterway then, code as “1 – No Waterway”.

Bank Protection Type – If not a waterway then, code as “01 – No Bank Protection”.

Current Velocity in English Standard (fps) – If not a waterway then code as 0.

If velocity is unknown, then code as 99.

Factors Affecting Stream Flow – If there are no features affecting stream flow, or if the feature is not a waterway then code this item as “1 – Not Applicable”.

Detour Length – If not a highway then code as 0.

Predominant Feature

SPAN INVENTORY

SPAN NUMBER - Add to or delete spans from the last Span Number. Do not change the existing Span Number data field.

General Type - Main spans are defined as the longest span and any other span with the same span design type. The remaining spans are considered to be approach spans. It is not necessary to have approach spans.

SPAN LENGTH – Shall never be greater than Structure Length. **It also cannot be equal to Structure Length.**

Number of Girders - The materials include steel, reinforced & prestressed concrete, and timber beams.

Number of Girders data field shall be blank for the following Span Design Types.

01 - Slab

10 - Rolled Beam - Floorbeam System, Deck

11 - Rolled Beam - Floorbeam System, Thru:

14 - Plate Girder - Floorbeam System, Deck

15 - Plate Girder - Floorbeam System, Thru

17 - Truss, Deck

18 - Truss, Thru - (Overhead Bracing)

19 - Truss, Thru / Pony - (No Overhead Bracing)

20 - Truss, Combination - (Thru and Deck)

21 - Truss, Kit Bridge

22 - Arch, Thru

23 - Arch, Thru - Tied

24 - Arch, Deck - Open Spandrel

25 - Arch, Deck - Closed Spandrel

26 - Arch, Metal Plate (Pipe)

27 - Frame

28 - Frame with Floorbeam System

40 - Single Box Culvert

41 - Multiple Pipe Culvert (FHWA)

42 - Single Pipe Culvert (FHWA/NYS)

43 - Multiple Box Culvert

SPAN MATERIAL TYPE

FRACTURE CRITICAL

PROTECTIVE COATING TYPE

FATIGUE TYPE

COMPOSITE ACTION TYPE

OUT OF PLANE BENDING TYPE

CONTINUITY AND CURVATURE TYPE

SPAN DESIGN TYPE

LOAD PATH REDUNDANCY

INTERNAL REDUNDANCY

CONTINUITY REDUNDANCY

STRUCTURAL DECK TYPE

ORIGINAL WEARING SURFACE – Structures that have no deck shall be coded as 01 – None.

OWS STILL IN PLACE

PRESENT WEARING SURFACE TYPE – Structures that have no deck shall be coded as 01 – None.

SURFACE SEALANT TYPE

SPAN BALLAST TYPE

DECK DRAINAGE TYPE

STAY-IN-PLACE FORMS USED

MEDIAN WIDTH – *If there is no median then code as 0.*

TYPE OF RAILING LEFT - *This data field is for the railing used on the structure. It should also coincide with the Type of Guiderail data field on the Safety/Utilities tab.*

TYPE OF RAILING RIGHT- *This data field is for the railing used on the structure. It should also coincide with the Type of Guiderail data field on the Safety/Utilities tab.*

BEGINNING BEARING FIXITY

BEGINNING BEARING TYPE

END BEARING FIXITY

END BEARING TYPE

Span Pier Type – *Note: If Span Pier Type is “No Pier” then leave Pier Height, Span Pier Footing Type, Pier Skew Angle, Pier Pile Type and Span Pier Joint type blank.*

For multiple span concrete box culverts code as Solid, Concrete. Do not use the NONE option.

Pier Height – *If there is no pier then leave this item blank.*

Span Pier Footing Type – *If there is no pier then leave this item blank.*

Pier Skew Angle – *If there is no pier then leave this item blank.*

Pier Pile Type – *If there is no pier then leave this item blank. Do not use the NONE option.*

Span Pier Joint Type – *If there is no pier then leave this item blank.*

NBI ITEMS

NBI ITEM 71 – WATERWAY ADEQUACY – Should agree with Service Under Type, Feature Crossed Bridge Feature Type, and NBI Item 113 – Scour Critical Type.

NBI ITEM 113 – SCOUR CRITICAL TYPE – Should coincide and agree with NBI Item 71 – Waterway Adequacy.

NOTE: This item should NOT be updated through inventory edits. Notify the Regional Hydraulics Engineer when discrepancies are found.

PHOTOGRAPHS

Standard photographs include: Quad Map, Location Map, Approach Begin/End, Elevation, Framing Plan, Abutment Begin/End, Pier(s), postings and/or Unusual Features, Feature(s) Crossed. A submission may be rejected by Quality Assurance without further review if some or all of the standard photos are missing. Standard photographs must be replaced as directed in the Bridge Inspection Manual.

WORK HISTORY

Work Type

Work Year

Contract Type

Fiscal Year

Designer Organization Type

PIN

Work Month

Contract Number

Contract Amount

Designer Name